



Official Publication of The Minnesota Transportation Museum, Inc.



**MINNEGAZETTE**

Post Office Box 1300, Hopkins, Minnesota 55343

## MARCH - APRIL 1972

The Cover: Rusting and forlorn, ex-Koppers #353 sleeps out the seasons on a dormant Minnesota Transfer Railway spur in the St. Paul Midway District. Slowly but inexorably deteriorating since its acquisition by MTM in the mid-60's, our venerable Brooks-built O-6-O will soon be given vibrant new life! In late December, plans were finalized for the transfer of #353 to the "Western Minnesota Steam Threshers Reunion" group - a sister member-affiliate of MTM at Rollag, Minnesota. #353 will be restored to full operating condition in the near future; good news to members who have long expressed the twin desires that #353 both remain in her home state of Minnesota and run again. MTM members interested in lending some form of support to the effort are asked to contact John A. Cogswell at 881-1830 who is spearheading the refurbishing effort here in the Twin Cities area. The frame and running-gear will be overhauled here; the boiler and tender will be shipped to Fargo, N.D. for professional reworking at a commercial establishment.

## HIGHLIGHTS FROM THE ANNUAL MEETING

The setting was the historic and picturesque Griggs-Livingston Mansion on Summit Avenue in St. Paul as over 50 members gathered at 8:30 p.m. on Sunday, January 16th, 1972 for the Annual Membership Meeting of the Minnesota Transportation Museum. Outgoing Secretary Ray Bensen read the minutes from previous meetings and President John Stein recapped the past year's exciting and successful Museum activities - most notably the Harriet site work and the season at the Minnehaha Depot. Additional Lake Harriet progress information was provided by George Isaacs, and an update of MTM's favorable '71 financial condition was rendered by Russ Olson. Following additional reports from the floor, election of officers for the coming year was held. Selected by the membership ballot for MTM offices were; President-John Stein; Executive Vice President-George Isaacs; Secretary-John Diers; Treasurer-Russ Olson; Vice President, Operations-Bob Renz; Vice President, Traffic-Bill Cordes, Vice President, Publications-Richard Francaviglia; Vice President, Public Relations-Paul Joyce. Barney Olsen was appointed as Counsel. A colorful combination slide and movie tour of the Colorado Cumbres & Toltec Scenic narrow-gauge Railway was presented by Jim Harrison; and Barney Olsen treated members to a photo narrative on the recent "rescue" of Duluth Single-truck streetcar body #78.

The annual session ended on the confident notes of optimism and renewed dedication to continued progress and excellence in 1972.

## THE LAKE HARRIET STREETCAR AND OTHER PROJECTS -A Progress and Planning Report by George Isaacs

As in the past, this report is dedicated to those of you who by your help, physical as well as financial, have brought the streetcar back to Lake Harriet. In 1971, we accomplished the following goals:

- Laid and ballasted 1250 feet of track.
- Moved #1300 to the Lake Harriet site.
- Installed the 42nd Street crossing.
- Wired the carbarn for electricity.

This was performed by members volunteering over 4500 man hours of work, and the expenditure of \$2,700 donated by members, foundations and many other generous individuals.

### Our Plans for 1972!

This year our efforts will be divided among four principal projects; first and foremost is the Lake Harriet restoration. Starting in April, we will begin work to:

Complete trackage to and through William Berry Bridge. This will include one switch north of the underpass. In addition, we will ballast and align track and erect overhead poles along the entire right-of-way. 4000 feet of trolley wire will be purchased during the building season.

Early in the season we will be working at the Minnehaha Depot to:  
Repaint the "Princess"

Put a fiberglass roof on the NP Coach #1370 which resides there.

Finally, we will remove the diesel engine, generator and excess concrete from the Dan Patch #100 in preparation for moving it to the Rosemount shop.

To accomplish these goals will require the expenditure of \$5,200 which includes the estimated moving costs of approximately \$1000 for the Dan Patch. While the 1972 program appears extensive, it will still allow plenty of time to operate #1300. Shall we give it a go? 1972 is the year we put "Trolley" and the Minnesota Transportation Museum on the map! It's a year of golden opportunity if we all work hard and together.

### MEMBERSHIP ROSTER PUBLISHED

Enclosed with this issue of the "Gazette" is your copy of the recently published MTM Directory of Members, 1972. By comparison with last year's edition, members will note the almost booming growth of MTM during the past 12 months. We welcome these new Associates and wish for many more in the coming years. In fact, why not help sign-up a new member today. Do your part to help MTM build to greater strength.

### THE MID-WINTER OUTING OF #1300

Like a ghost out of a clear, crisp, Minnesota winter night of yesteryear, car #1300 - interior lights aglow - glided to a stop at the 42nd St. station on Friday evening, January 7, 1972. It was a scene closely reminiscent of a winter-eve "owl-run" over the same right-of-way 50 years earlier. The occasion for this unique outing was the private charter of #1300 by a group of Twin Cities area railfans - desirous of a mid-winter evening ride to bring back old times and to accommodate one of their number currently visiting in the Twin Cities. MTM was also willing to test the feasibility of winter operation. Bob Renz and Bill Cordes, at the controls, commented that the car was somewhat stiff at the freezing temperatures and some operating difficulties were experienced. In spite of this, several trips were run over the line with #1300 putting on quite a show for the guests before being returned to her long winter's sleep in the Linden Car House.

### MTM DUES ARE DUE

Our Treasurer, Mr. Russell Olson, as asked that members please renew MTM membership for 1972 immediately upon receipt of their annual statement. Prompt renewal is, of course, vitally important to the continued day-to-day operation of our organization and the furtherance of MTM's important and broad objectives for the coming years. Try to sign up new members also. If you need applications, let us know; we'll be happy to send them out to you.

### THINK SPRING! CREW SCHEDULES ARE FORMING!

Yes, even as the winter snows still swirl, we are thinking of spring--and the resumption of restoration work at Lake Harriet. Crews are forming for April. The weather permitting, our work will begin on the North Line R.O.W. clearance and preparation. Want some early spring exercise to help tone-up winter muscles? Call Bob Renz at 881-7375. Contribute your part to this historic work on the restoration of the Como-Harriet Streetcar Line!

### MINNEGAZETTE MAILING REORGANIZATION IN PROGRESS

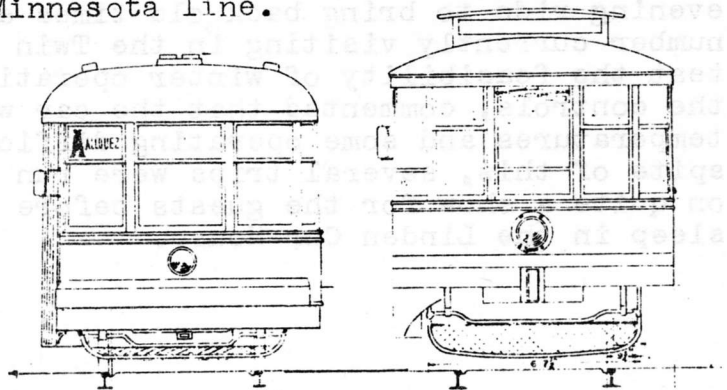
Several members have observed that copies of the 'Minnegazette' now come with bulk rate U.S. postage permit indicia in place of the 1st class stamp method formerly used. Due to our ever expanding MTM membership rolls and a corresponding wider distribution (Minnegazette is now mailed to principal sister organizations throughout the United States) it has become necessary to reorganize and streamline the methods used in publishing and mailing our bi-monthly publication. Beginning in January, that reorganization began in earnest; 'Minnegazette' is now mailed to over 200 regular members, associate members and interested organizations via modern, professional mailing service utilizing lower-cost bulk rate intended for educational, non-profit organizations such as MTM. Continuing the effort to provide an even better 'Minnegazette', beginning with the next issue, your copy will arrive unfolded; in a full 8½ x 11 envelope, which will eliminate the severe double-fold objected to in the past by several members.

### ABOUT THE BACK COVER

Against the backdrop of a very typical Minnesota mid-winter storm, Intercampus gate car #1270 pauses on the University of Minnesota Main campus loop in 1953 while a TCRT line plow clears the track ahead. Can Spring be far? Veteran of many decades on the busy Stillwater line, #1270 spent its declining years hauling students between the Main and "Ag" campus on the University of Minnesota line.

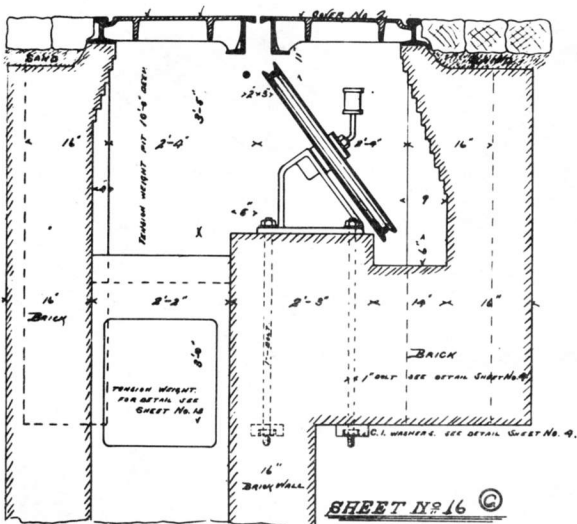
### IN COMING ISSUES

- the story of the Phoenix!
- in quest of a Gatecar!
- Harriet activity resumes!
- lightweights and trailers!

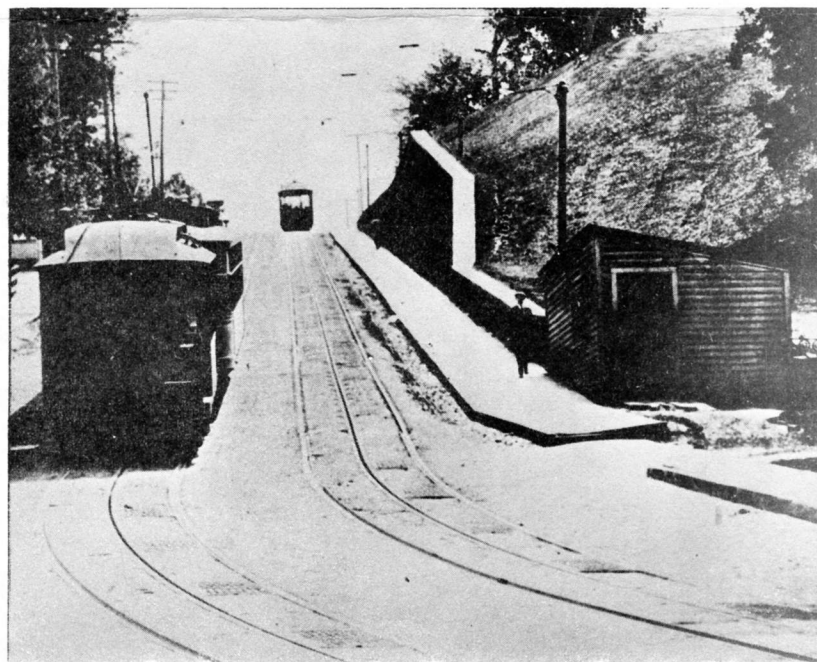




**GRIP CARS ON THE HILL** -a photo vignette of old St. Paul  
 In the upper photograph a three-car St. Paul City Railway Cable train rolls grandly down the Selby Hill in the summer of 1890. Opened to busy traffic in 1880, the Selby Cable operated with LaCledé-built single-truck, open-bench cars (later rebuilt to closed configuration). Below; Following electrification in the mid-1890's, the Hill portion of the Selby cable was converted to counterbalance operation in order to assist in boosting the shiny new electrics over the steep 16% grade (with pull-curve). Note the eastbound grip decending solo. This unique, if not wholly satisfactory, arrangement continued until completion of the famed Selby tunnel bypass in 1906 which wrote a finis to the St. Paul cable era.



Above are rare, actual engineering drawings used in building portions of the Selby Cable Line.







# MINNESOTA STREETCAR MUSEUM

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August 2021

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